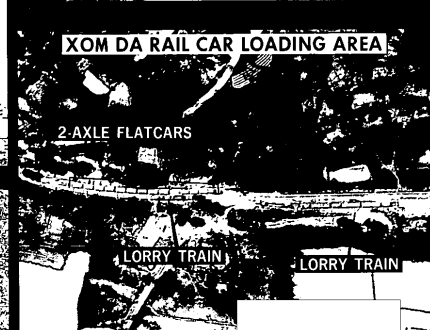
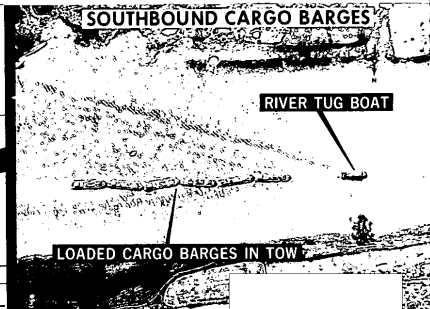
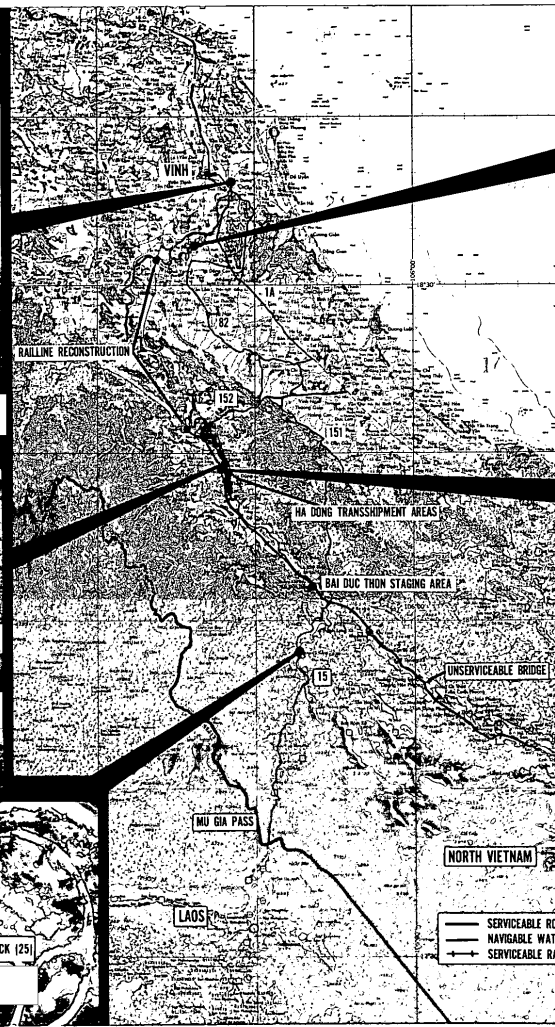
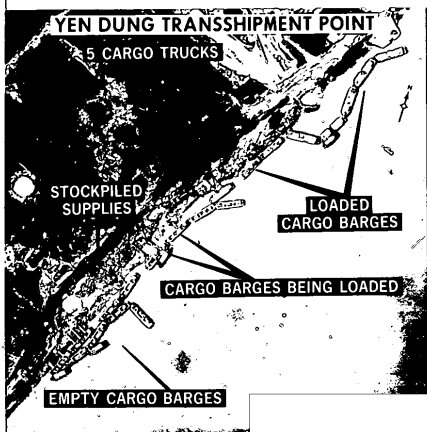


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LOGISTICS NETWORK VINH TO MU GIA PASS, NORTH VIETNAM 18-40N 105-41E



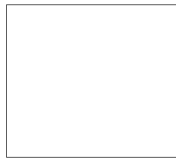
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LOGISTICS NETWORK
VINH TO MU GIA PASS
NORTH VIETNAM
1840N 10541E

1. SIGNIFICANCE:

THIS BRIEFING BOARD DEPICTS THE INTEGRATED LOGISTICS NETWORK UTILIZED BY THE NORTH VIETNAMESE TO MOVE SUPPLIES FROM VINH THROUGH BAI DUC THON TO MU GIA PASS. EXTENSIVE SUPPLIES IN UNPRECEDENTED AMOUNTS HAVE BEEN OBSERVED BEING MOVED OVER THIS NETWORK SINCE THE BOMBING HALT OF 1 NOVEMBER 1968.

2. LOCATION:

SOUTHERN PANHANDLE OF NORTH VIETNAM.

3. BACKGROUND:

PRIOR TO 1 NOVEMBER 1968 THE LOGISTICAL LINES THROUGH THE SOUTHERN PANHANDLE OF NORTH VIETNAM WERE LIMITED CHIEFLY TO THOSE ROUTES WHICH, THOUGH SUBJECT TO INTERDICTION, WERE CAPABLE OF SUSTAINING VEHICULAR TRAFFIC ESPECIALLY DURING NIGHT HOURS. THE RAIL LINES SOUTH OF THE 19TH PARALLEL WERE FOR LONG PERIODS INOPERABLE DUE TO CONTINUAL AIR STRIKES, AND THE INLAND WATERWAYS JUST SOUTH OF VINH WERE USED ONLY TO A LIMITED EXTENT.

4. MISSION READOUT:

NUMEROUS PHOTOGRAPHIC MISSIONS SINCE EARLY HAVE REVEALED

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GROUP 1
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A LARGE NUMBER OF WATERCRAFT INVOLVED IN THE TRANSPORT OF AN INCREASING AMOUNT OF MATERIALS FROM THE RECENTLY DEVELOPED YEN DUNG TRANSSHIPMENT POINT (INSET), THE VINH TRANSSHIPMENT POINT SONG VINH/HOANG MAI, AND OTHER SMALLER TRANSSHIPMENT POINTS IN THE VINH AREA. THE INLAND WATERWAY USED IN THE TRANSPORT OF THESE MATERIALS INVOLVES APPROXIMATELY 50 NM OF NAVIGABLE WATER INCLUDING PORTIONS OF THE SONG CA, SONG LA GIANG AND NGAN SAU RIVERS AND TERMINATES IN FOUR PRIMARY WATER-TO-LAND TRANSSHIPMENT POINTS IN THE HA DONG AREA OF ROUTE 15. (INSET DEPICTS ONE SUCH TRANSSHIPMENT POINT). ALTHOUGH A LARGE NUMBER OF SAMPANS ARE INVOLVED, THE MAJORITY OF MATERIALS ARE BEING TRANSPORTED IN DUMB BARGES TOWED IN TANDEM BY TUGS (INSET).

PHOTOGRAPHY OF  REVEALS THAT SUPPLIES REACHING THESE SOUTHERN TRANSSHIPMENT POINTS BY WATER ARE BEING MOVED FURTHER SOUTH BY CARGO TRUCK AND, TO A LESSER EXTENT, ON 14.5 NM OF RAIL LINE RECENTLY MADE SERVICEABLE BETWEEN THE XOM DA RAIL YARD (INSET) AND A RAIL-TO-TRUCK TRANSLOADING AREA AT BAI DUC THON. PHOTOGRAPHY OF  REVEALS THAT THIS LINE IS UNDER REPAIR FROM JUST NORTH OF XOM DA TO A POINT 9 NM SOUTH OF VINH ON THE SOUTH BANK OF THE SONG LA GIANG. EXCEPT FOR THE DESTROYED THUONG PHONG TRANG BRIDGE, THE LINE IS PRESENTLY SERVICEABLE SOUTH OF BAI DUC THON TO ITS PRESENT TERMINUS NEAR LAC SON.

PHOTOGRAPHIC COVERAGE OBTAINED THROUGH  HAS REVEALED A

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LARGE VOLUME OF DAYTIME VEHICULAR MOVEMENT BETWEEN VINH AND MU GIA PASS.
INTERDICTED AREAS ON ROUTES 1A, 82, AND 15 ARE BEING BY-PASSED AND TEMPORARY
PONTOON BRIDGES AND FORDS ARE BEING USED WHERE PERMANENT CROSSINGS HAVE NOT
BEEN RESTORED.

THE LARGEST CONCENTRATION OF CARGO VEHICLES HAS BEEN OBSERVED ON THE
SOUTHERNMOST SEGMENTS OF ROUTE 15 SOUTH OF BAI DUC THON, WHERE HEAVY CONVOY
TRAFFIC HAS BEEN SIGHTED (INSET), AND IN THE NUMEROUS ACTIVE TRUCK PARKS IN
THE VICINITY OF BAI DUC THON. THIS FINAL SEGMENT OF THE LOGISTICS NETWORK
REFLECTS THE CONVERGENCE OF SUPPLIES INTO THE BAI DUC THON STAGING AREA. IT
IS HERE THAT MATERIAL SHIPPED FROM VINH IS STOCKPILED AND TRANSLOADED INTO
CARGO VEHICLES FOR MOVEMENT THROUGH MU GIA PASS INTO LAOS OR SOUTH-SOUTHEAST
TOWARD THE DMZ.

MISSIONS:



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MAP REFERENCE: NE 48-7, 11

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